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RALEIGH, N. C.

Friday, November 22, 1946

PURCHASING PROBLEMS

BY W. G. REAVES
Assistant Purchasing Agent

Now with the complete wipe-out of OPA, with the exception of rent, sugar and rice, prices on items in short supply are bound to leap until supply and demand force prices down.

Do Not Build Inventories

The time has now come to be more cautious than ever in anticipating your need of essential items and keeping inventories at a working level. By this we mean, do not build-up inventories now when prices are bound to be higher. Requisition only the essential. Prices will come down if this policy is adopted and enforced throughout the nation.

It is anticipated that shoe prices will rise about 15 percent as a result of decontrol. However, shoes are becoming more plentiful, since the ceiling was lifted from meats and the hides are now going through proper channels.

More Soap Expected

There is expected to be more soap in the near future, although we will have to pay higher prices for it. The increase in production is the result of the decontrol of fats and oils. Paints recently advanced approximately 25 percent due to decontrol of linseed oil which doubled in price.

From current report food prices are now at an all time high, and a decline of 15 to 20 percent is expected by spring. It is expected that meat prices will topple to a more stable level in the next few weeks, though top grades will still be approximately 30 percent above old OPA ceilings.

Tax Cut Predicted

A law cutting taxes for 1946 is now assured for next year. Corporations will get little or no relief for 1947. Some excise taxes will be eliminated July 1, and others will be cut. Individuals will get priority, with an estimated 5 percent to 10 percent (let's hope for more) cut in total.

of motor trucks may be expected, the motor truck division of International Harvester Company reports to the Construction Industry. The continuing acute shortage of

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HIGHWAY TRUCKS RESCUE MOTORISTS



A huge state highway truck hauls an automobile over a flooded highway near the Newport River bridge in Carteret county when recent torrential rains sent the Newport River surging over sections of US 70. Unusually heavy rainfall this summer and early fall hampered road maintenance and construction in the lower coastal counties. (Photo by Aycock Brown.)

Low Bids Booked For 11 Projects

Raleigh—Low bids on 11 projects involving 82.5 miles of roadwork and construction of an overhead bridge in High Point were received here November 7.

State Highway Engineer W. Vance Baise said the low bids totaled \$1,473,289.80. The estimated total cost had been \$1,753,000.

Awarding of projects will be made by Chairman A. H. Graham, Baise and the division commissioner concerned.

The projects and low bidders are:

Federal Aid
Pitt-Beaufort—grading of 11.06 miles on NC 33 from Pactolus to Washington, N. C. J. S. Hill Construction Co., Washington, N. C. \$128,678.00.

Vance-Warren—grading and bituminous surface treatment of 7.19 miles between Drewery and the Virginia state line, F. D. Cline Construction Co., Raleigh, \$116,310.00.

Franklin—grading, bituminous surface treatment and structures on NC 59 near Louisburg; roadways, Propst Construction Co., Concord, \$115,108.50; structures, Bowers Construction Co., Raleigh, \$72,699.60.

Guilford—grading, concrete paving and structures of 0.14 miles of an overhead bridge and approaches in High Point, Cavalier Construction Co., Portsmouth, Va., \$78,750.75.

Randolph-Guilford—grading and bituminous surfacing of 6.84 miles of NC 22 between Grays Chapel and Climax, E. W. Grannis Co., Fayetteville, \$136,694.00.

Cabarrus-Stanly bituminous surfacing of

(Continued on page four)

Deadline!

December 1 marks the last day for nominations and entries of candidates for the D. B. McCrary Award for 1946.

The Awards Committee emphasized the importance of all divisions being represented in the competition for the Award, which is awarded each year to the employee who has contributed the greatest service to the welfare and progress of the Commission during the year.

Originated in 1945 in honor of former Commission Chairman McCrary who died October 28, of this year, the Award will be given annually until 1954. J. W. (Buck) Upton of Fayetteville, third division mechanic, received the 1945 certificate of award for a new record keeping and inventory analysis system he originated.

Chairman A. H. Graham and State Highway Engineer W. Vance Baise pointed out to all department heads and division engineers that the Award provides an excellent method of providing recognition to an efficient, resourceful employee whose ideas, suggestions, plans or criticisms have advanced the work of the Commission.

Nominations and entries should be sent direct to Raleigh.

N. C. Delegation Has Active Part In SHO Meeting

Birmingham, Ala.—The 32 members of the North Carolina delegation attending the Southeastern Association of State Highway Officials convention here November 12-13 took an active part in the busy, two-day session.

Chairman A. H. Graham of the State Highway and Public Works Commission, who was put in charge of the Resolutions Committee, sponsored a resolution urging Congress to enact legislation extending the dates of availability of federal aid funds not placed under contract by the end of the current fiscal year.

Adopts Graham's Resolution

The resolution was adopted by the 427 delegates attending the convention after considerable discussion, and a special committee representing the Southeastern association will present the resolution at the annual meeting of the American Association of State Highway Officials in Los Angeles, Calif., in December.

Keynote speakers at the convention included Governor Chauncey Sparks of Alabama, State Highway Engineer C. S. Mullen of Virginia (president of the association), Dean N. W. Dougherty of the University of Tennessee, PRA Deputy Commissioners L. S. Tuttle and J. S. Bright and Chairman F. E. Bayless of the Florida State Highway Department.

Other Members Active

State Highway Engineer W. Vance Baise was active in the work of the Nominations and Administration committees. Construction Engineer W. E. Hawkins headed the Committee on Road Design and Construction, and Engineer of Statistics and Planning J. S. Burch was in charge of the Committee on Planning and Traffic Engineering. Other department heads attended these or eight, other committee meetings.

Other resolutions adopted concerned the importance of long range planning for state highway systems, and combatting the high traffic accident toll in the southeastern states.

Delegation Roster

Members of the North Carolina delegation included Chairman Graham, Commissioner J. A. Bridger of the Third Division, Baise, Division

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RECOGNITION

Division engineers and other department heads of the highway commission are busy people. Like all officials with great responsibility, they follow a schedule permitting only essential work to take their time and attention.

We would like to remind them of one "essential" they may overlook. Nominations and entries for the D. B. McCrory Award for 1946 must be in the hands of the Awards Committee by December 1.

The Commission, Chairman A. H. Graham and State Highway Engineer W. Vance Baise have repeatedly stressed the importance of a wholehearted response to this morale-building and valuable award.

The deadline is drawing near. Take a look around your division, district or department for an employee whose industry and initiative during this past year assisted the progress and welfare of the Commission.

The 1946 winner may be in your department office, equipment depot, prison camp or survey crew if you give him proper recognition.

EXTREME REGRET

It is with extreme regret that the NORTH CAROLINA HIGHWAYS AND PUBLIC WORKS announces the resignation of John W. Bryan, Jr., Prison Identification Bureau photographer who will leave the Commission Novem-

ber 25 to become associated in private business with William Daniel, Raleigh photographer.

Bryan served as official cameraman for this publication from November 1945 when he returned from three years service with the U. S. Navy to resume his duties in the Identification Bureau. His excellent photographs of highway and prison activities brightened and illustrated almost every recent issue of NCH&PW.

The Commission is losing more than a well-trained and competent technician with a vast background of civilian and Navy training and experience. It is losing an employee whose enthusiasm, imagination and ability to develop ideas would always be an asset to any organization.

EDITORIAL COMMENT

RACES WINTER

As mentioned elsewhere in today's issue of the newspaper, this area can look forward now to winter with considerable confidence and a reasonable assurance that last winter's pretty dismal story of impassable rural roads will not repeat itself.

With no blasting of trumpets, the State Highway Commission has been doing something about the farm-to-market roads, doing it quietly and with an efficiency that speaks for itself. Two hundred million pounds of crushed rock is a lot of rock, and 2,000 miles of stabilized rural roads in six counties is a lot of roads.

Altogether the achievement is the approximation of a miracle, or will be if our District Engineer Roper wins his race with winter. He has, as our story discloses, achieved the half way mark in the undertaking, and stone is coming now about as rapidly as it can be moved from the railroads to the rural roads.

Winter is some while off, yet, in the normal course of events, and it is to be hoped

that it will stay its hand until Mr. Roper in our own neighborhood, and other engineers in other neighborhoods, can get ready.

It has been a difficult task, to be sure. First there was the problem of equipment with trucks almost unprocurable, and the raw material for road making equally scarce. But it has been going on, even while there was a great hue and cry for something to be done about the country roads.

Insofar as we have observed in a fairly close reading of most of the State papers, this is the first time that any sort of comprehensive story about the undertaking has appeared, and even so we, in candor, must confess to a definite tardiness. But here is an answer to one school of critics of the Highway Department.

Well done and good luck, Mr. Roper, Mr. Evans, Mr. McKim and so on up the ladder to Mr. Baise and Chairman Graham.

—ELIZABETH CITY ADVANCE

Do You Know?

1. Plans are afoot for extension of the famous Pennsylvania Turnpike. Which way will it go?

2. In what year was the first state gasoline tax levied in the United States: 1893; 1906; 1916; 1916; 1919; 1925?

3. Home-to-automobile radiophone service is now possible in St. Louis, Mo., and several other cities. What other highway users are experimenting with two-way radio equipment?

4. In how many states does the area of public lands under federal ownership amount to less than 1 per cent of the total state area: one-third; one-half?

5. In Nevada, 87 per cent of the total land area is federally owned. In what other states is 50 per cent or more of the total area federally owned?

6. When was the first federal highway agency organized: 1802; 1870; 1893; 1900; 1916?

—From Better Roads.

For answers, see page four.

Big game animals have increased in the United State during the recent years to over 7,000,000 or one to every nineteen human beings in the nation.

Today's Chuckles

Cute nurse: "There is a patient in my ward who hasn't made love to me yet."

Other nurse: "One of mine is unconscious, too."

* * *

"Mummy," demanded the little girl just returned from Sunday school, where the lesson had been on palaces in the sky, "do have skyscrapers in Heaven?"

"No, darling. They have to have engineers to build skyscrapers."

* * *

Mandy: "I can't come to work tomorrow, Ma'am. My little boy is sick."

Ma'am: "Why, Mandy, I thought you said you were an old maid."

Mandy: "I is, Ma'am; but I ain't one of them fussy kind."

* * *

"Now tell the court how you came to take the car."

"Well, it was parked in front of the cemetery. Naturally, I thought the owner was dead."

* * *

"How many fish you got, Mister?"

"None, yet; but I've only been fishing an hour."

"Say, you're doing all right. There was a feller fished here for two weeks and he didn't catch any more than you got in an hour."

* * *

A pink elephant, a green rat and a yellow snake walked into a cocktail bar.

"You're a little early boys," said the bartender. "He ain't here yet."

* * *

She: "With the laundry situation what it is, I don't see how football players keep their uniforms clean."

Another Silly: "Say, haven't you ever heard of the scrub team?"

* * *

Two old settlers, confirmed bachelors, sat in the backwoods. The conversation drifted from politics to cooking.

"I got one o' them there cookery books once, but I never could do nothing with it," said one.

"You're hit it. Every one of them recipes began in the same way—'Take a clean dish.' And that settled me."

* * *

Grandpa had been sitting in the corner for hours working away with a pencil stub and a wad of paper. Suddenly he let out a whoop of joy. "Doggone," said he rapturously, "if I ain't learned to write."

Grandma galloped over and studied the scribbles and scratches. "That's wonderful, Grandpa. What do it say?"

"How should I know, woman? You know I can't read!"

17 Escape Prison During Nov. 1-15

There were 17 escapes and 13 recaptures in the North Carolina prison system during November 1-15, as compared with 10 escapes and 11 recaptures for the same period in October.

Camp ratings for November 1-15 were:

Three Stars
(No Escapes)

Woman's Prison and all others with the exception of the following.

Two Stars
(One Escape)

Buncombe 1002, Davidson 602, Brunswick 302, Union 709, Rockingham 509, Cumberland 304, Sampson 308, Duplin 305, Martin 111, Onslow 208, Richmond 706, Central Prison (Raleigh).

One Star
(Two Escapes)

NONE.

Non-Star
(More Than Two Escapes)
Orange 507.

PURCHASING PROBLEMS

(Continued from page one)

sheet steel has upset almost all truck production schedules. Having already held back production for sometime, the steel shortage is becoming more grave than ever. Other vital truck materials are in short supply also, and heavy-duty transmissions, badly needed everywhere, are still hard to get.

Tire Production Climbing

It is reported that tire production in 1946 should be more than 40 percent above the 1940 level. The 1947 out-put is expected to be nearly as great as in 1946, barring strikes, etc. If production continues at the present level, the supply will be sufficient to satisfy the demand during the early part of next year. Automobile manufacturers have filed a request with CPA for permission to supply spare tires with new cars.

The "Center Line" paint situation looks some brighter now than it has in several months. All back orders on hand now should be filled within the next several weeks. The outlook is brighter, but not bright enough to get too optimistic over.

For sometime wire cable was on the "hard to get" list and deliveries were very slow; however, at present the outlook is brighter and a normal supply, of various sizes, is now in stock at the Motor Equipment Depot.

The measure of a democracy is the measure of the freedom of its humblest citizen.—John Galsworthy.

NEWSPAPERS FEATURE CURRENT ROAD WORK

The current road construction and maintenance program in North Carolina is receiving much attention from the newspapers of the state.

Many of the papers are giving their readers illustrated articles of road and bridge work underway in their section of the state. The Asheville Times recently published three photographs of work in progress on the half-million dollar project on U. S. 70 east of Asheville.

The Durham Herald carried a feature article and photograph of a "Single Pass Stabilizer" being operated by the Nello L. Teer Company on a county road project near Leaksville. The single pass stabilizer, a recently perfected road paving machine, also was described by the Winston-Salem Sentinel in a recent article concerning its use on the Lewisville-Styers Ferry Road in Forsyth County.

A well-illustrated feature on county road stabilization was published by the Goldsboro News-Argus.

N. C. DELEGATION

(Continued from page one)

sion Nine Engineer H. E. Noell, State Equipment Engineer S. C. Austin, Division Three Engineer T. T. Betts, Locating Engineer R. Getty Browning, J. S. Burch, Traffic Engineer Robert A. Burch, Division Five Engineer T. A. Burton, Chief Draftsman Edward Cothran of the Roadway Department, State Maintenance Engineer B. W. Davis, Bituminous Engineer T. V. Fahnestock, State Bridge Engineer T. B. Gunter, Jr., Hawkins.

Assisting Engineer of Materials and Tests L. D. Hicks, Division One Engineer T. J. McKim, Division Seven Engineer L. B. Peck, Engineer of Materials and Tests C. E. Proudley, Administrative Assistant W. H. Rogers, Auditor Sam N. Smith, Division Two Engineer W. N. Spruill, Division Eight Engineer Z. V. Stewart, Bridge Maintenance Engineer C. B. Taylor, Division Ten Engineer J. C. Walker, Division Six Engineer L. E. Whitfield, Right-of-Way Engineer T. B. Wilson, Landscape Engineer F. H. Brant.

HICKS WRITES ARTICLE

L. D. Hicks, Assistant Engineer of Materials and Tests, is the author of an article on "Base Design of Bituminous Roads" in the August issue of ROADS AND STREETS. Hicks, who is also chairman of the Compaction Committee of the Highway Reserve

Outdoor Facts

A starfish will eat more than eight oysters in a day.

* * *

Whale milk is not essentially different from cow's milk.

* * *

One Roman pure-food law prohibited the sale of any fish that had lost its lustre.

* * *

Careless people have no license to hunt even if they've bought one.

* * *

The monkey will not pull a banana from a tree until he intends to make use of it. On the other hand humans have grain rotting in one place and bread lines standing in others.

* * *

The ordinary dog wags his "tail" but the hound wags his "stern." An otter wags his "pole," a rabbit his "scut," a fox his "brush" and a deer his "shingle."

* * *

Snakes cannot travel as fast as some people suspect. One species of king snake has a maximum speed of .72 miles an hour, a bull snake 1.18 miles an hour and the red racer of California 3.60 miles an hour.

* * *

Horses can sleep standing up because their legs are provided with muscular mechanism which causes them to lock, making a horse stand as if he were an stilts.

Division Roundup

Sixth Division

The 8.35 miles of topsoiling and asphalt surfacing on NC 150 from US 64 approximately five miles west of Lexington towards Winston-Salem has been completed. J. M. Gregory of Raleigh was contractor.

The 1.12 miles of grading and structures on NC 27 approximately 2 miles west of Carthage also has been completed. E. W. Grannis Company of Fayetteville had the contract. The paving of this section will be let in the near future—E. C. Darden, Reporter.

Board, discusses the method used in North Carolina for determining recommended base and sub-base thickness beneath one-inch of bituminous surface treatment for various wheel loads.

Nothing will ever be attempted if all possible objections must first be overcome.—Samuel Johnson.

You have not fulfilled every duty unless you have fulfilled that of being pleasant.—Charles Buxton.

SURVEY SHOWS USES OF STATE HIGHWAYS

Raleigh—Contrary to the opinion of many motorists, North Carolina highways are used chiefly for non-pleasure or business purposes, James S. Burch, engineer of statistics and planning for the State Highway and Public Works Commission, reports.

Analysis of a recent traffic survey made in Winston-Salem revealed that 80 percent of all vehicles entering that city on one day were traveling for business or non-pleasure purposes, Burch said.

"Engineers of the highway department have long been of the opinion that 75 to 80 percent of highway use was for non-pleasure driving," he said, "but this data from a typical North Carolina city is substantial proof."

All vehicles entering Winston-Salem during the one test day were stopped by survey crews and 31,083 motor vehicle drivers were asked the purpose of their trips. Only 20 percent of the drivers were driving for strictly pleasure purposes, Burch disclosed.

TURKEY CALLS

The North Carolina highway commission's reputation for efficiency and planning appears to be getting around the world.

Vecdi Diker, chief engineer of maintenance, equipment and research for the Department of Roads and Bridges of the Republic of Turkey, has just written Chief Highway Engineer W. Vance Baise for copies of the commission's organizational plans for use in the Ankara headquarters.

Baise obliged with a bundle of material and a long letter explaining the details of the plans.

KY. BRIDGE SETS RECORD

The Kentucky Department of Highways recently celebrated the opening of a new bridge over the Kentucky River near Cleveland, which it claims is the highest continuous steel deck bridge in the United States and the highest bridge east of the Mississippi River. The bridge, located sixteen miles south of Lexington on U. S. 25, cost \$1,403,488 and is 250 feet high, 1,736 feet long and required 1,159,122 pounds of steel reinforcement and 4,802,242 pounds of structural steel. It contains 12,634.4 cubic yards of concrete.

No talent, no self-denial, no brains, no character is required to set up in the grumbling business—Robert West.

Nation-Wide Development Of Secondary Roads To Proceed on Long Range Basis

(The following is part of a speech made by Thomas H. MacDonald, Commissioner of Public Roads, at the recent annual conference of the National Association of County Officials.—Ed.)

There is provided in the federal highway act of 1944 a three-way plan of action to establish a program for the nation-wide development of secondary roads. This is a long-range undertaking. The conditions to be met vary between wide extremes. At first thought, a reasonably uniform concept, universally applicable, appears difficult, and perhaps to many impracticable. That, however, is not true; for we have an unfailing guide.

"The justification for the expenditure of public money in the improvement of the highway must be found in the traffic itself. Not only the present amount of traffic on the road, but also the amount it would be increased by improved conditions, should be taken into account."

"The volume of traffic over the public roads, on which is based their value to the community through which they pass, can be estimated only by totaling the amounts of individual road use."

Farm Traffic Important

"It will be seen that the important traffic, from the standpoint of road improvement, is not the heavy hauling, but rather the light travel."

"If through road improvement he (the average farmer) is enabled to haul a larger load, the actual money saved would not be an enormous sum, as has been claimed by many enthusiasts writing on this subject who have deduced their estimates from data manifestly inadequate."

"The travel to market and other light travel are without doubt the most important classes of traffic the public roads carry, and the value of improvements must be based largely on the stimulus and beneficial results it gives to these two classes."

These are excerpts from the 1906 revision of the "Manual for Iowa Highway Officials." Since its issue, 40 years of highway history have passed. They are not statements of theory as of that time, but are the principles that resulted from surveys that secured from each farm family the facts about daily and yearly use of the rural roads. There was not to my knowledge a motor vehicle on a single farm in the state.

These principles are as valid to-

day, when there are totally changed types of vehicles upon the roads, and many times multiplied miles of travel over them. They indicate how persistent is the pattern of highway transport necessary to the individual whose home and occupation are on the farm. Although his mileage of road use has been multiplied many times, the pattern of his daily use remains constant.

Future Development

This is the reason that we may have faith in the future program for the development of rural highways, for the new program is based on a determination of just how many people who are dependent on them need to use the roads.

There are in excess of 3,000,000 miles of public roads in the United States. It has long been accepted by road officials that to insure progress in improvement consistent with the need, it is essential that this overall mileage be segregated into systems. The beneficial results accruing from such a course have been amply demonstrated by the federal-aid system, by the state highway systems and in many counties where classification based on relative importance is in effect.

Principal Requirements

In the regulations for the selection of the federal-aid secondary systems developed by the Public Roads Administration in cooperation with state highway officials of the state systems of secondary roads. There are two principal requirements: (1) that the selection of secondary roads shall constitute an integrated system within itself and the primary roads of the state, and (2) that the extent of the system shall be consistent with the anticipated finances available for construction and maintenance.

Up to June 1, approved systems submitted by 43 states, the District of Columbia and Puerto Rico totaled 200,241 miles, and an additional 85,775 miles was under review.

Although there have been received in Washington from a few states complaints that county officials had not been adequately consulted in the selection of systems by the state highway departments, such complaints have been very few. For the 200,000-mile approved total, evidence has been submitted by the state highway departments that the submissions are in accordance with state laws, and that local officials had been accorded their legal prerogatives.

Volume Not Only Yardstick

The reassuring element in the selecting of this immense mileage

cated on the detailed studies of the is that the choice has been predicated on the detailed studies of the should not be construed to mean, however, that existing traffic volume is the only, or even the most important, criterion. Although the yardstick of traffic volume reasonably fixes the relative service requirements of the federal-aid and state highways, service for the land and for the development of natural resources such as mines and timber must be given equal weight in the selection of the secondary system. The ultimate goal is to extend service of an adequate character to every farm home or substantial source of raw materials needed for production of goods.

Currently the extent of the systems has been determined on a state-wide basis, with the mileage allocated to the counties or local road jurisdictions on the basis of formulas reflecting various factors. The application of such formulas has been necessary as an expedient to permit immediate action; but there lies ahead the need for the revision of the systems, county by county. This revision must be directed toward the goal of a completely adequate system of secondary roads; but the rate at which this desirable end can be reached will depend on the financial resources of individual counties, supplemented by whatever state and federal funds are available.

The thing that is important above all in the selection of systems is the maintenance of full cooperation between local, state and federal officials administering this work.

LOW BIDS

(Continued from page one)

20.67 miles of NC 49 between NC 73 and NC 49-A, Propst Construction Co., Inc., \$353,291.00.

Stokes—grading and bituminous surfacing of 5.39 miles of NC 704 from Prestonville to Rockingham county line, Propst Construction Co., Inc. \$78,935.50.

Lincoln-Catawba—grading and bituminous surfacing of 8.72 miles of a county road between Lincolnton and Startown, E. H. Hines Construction Co., Greenwood, S. C. \$84,438.80.

State Betterment

Beauford—grading and structures of 0.41 miles of a bridge over Runyon creek in Washington, N. C.; Roadways; E. W. Grannis Co., \$64,507.00, structures; Boney Construction Co., Norfolk, Va., \$41,613.25.

Wake—bituminous surfacing of 8.80 miles on a county road between Zebulon and the Robeson road at a point four miles south of Rolesville, Wayne Engineering & Construction Co., Mt. Olive, \$13,372.40.

Cabarrus—grading, bituminous surfacing and structures of 10.10 miles from Watts Cross Roads to Mount Pleasant on a county road and from the end of Little Coldwater Creek bridge northeast to Watts Cross Roads; roadways, E. W. Grannis Co., Fayetteville, \$163,515.30; structures, W. F. Brinkley Co., Thomasville, \$25,376.20.

GRAHAM HITS DIVERSION

Raleigh—Chairman A. H. Graham described in an article prepared for the November issue of the CAROLINA ROAD BUILDERS how the State Highway Commission has renewed its fight against possible diversion of highway funds.

He urged the next General Assembly to repeal and delete the contingent diversion section in the current revenue act and said the Commission is "unalterably opposed in principle to the diversion of funds".

He stated facts and figures proving the necessity for protecting highway funds from diversion to other governmental uses, and urged the adoption of a constitutional amendment to protect highway funds.

ANSWERS TO 'DO YOU KNOW?'

1. To Philadelphia first, by way of one of several alternate suggested routes. Meanwhile surveys are being made for a link between the turnpike and U. S. Route 40. The toll road may even be extended westward to the Ohio border.

2. Oregon enacted the first state gasoline tax in 1919. The rate was 1¢ a gal.

3. Seven bus companies in the Chicago area are participating in a 6-month experimental program of intercity passenger-bus intercommunication.

4. The answer is one-sixth. In 1944 there were only eight states—Connecticut, Illinois, Iowa, Kansas, Maine, Massachusetts, New York and Ohio—in which the federal government owned less than 1 per cent of the total land area.

5. There are five states besides Nevada in which the federal government owns more than half of all the land. The states are Arizona, 73 per cent; Idaho, 64 per cent; Oregon, 53 per cent; Utah, 72 per cent, and Wyoming, 51 per cent.

6. The Office of Roads Inquiry, forerunner of the Public Roads Administration was organized in the Department of Agriculture in 1893

ROAD MEMORIALS

An illustrated article in the June issue of BETTER ROADS describes the Highway War Memorial possibilities developed in the State Highway and Public Works Commission's booklet, "Roadside Development and War Memorials."

The article recommended North Carolina's suggestions for action by civic groups interested in war memorials and more attractive highways.